WEDNESDAY, JANUARY 25, 1893.

Hour friends who favor us with manuscripts for on wish to have rejected articles returned

they must in all cases send stamp for that purpose The Anti-Common-Sense Bill.

Sepator George of Mississippi has at last run up against the fact that the plan of taxation for the purpose of prohibition as proposed by the Anti-Option bill cannot be supported without absurdity by a believer in taxation for revenue only. So he has offered and defended with copious speech his substitute bill, which leaves out all the taxation part of the WASHBURN bill, and inserts instead provisions declaring that dealings in options and futures are illegal and void as restrictions upon commerce, and visiting the dealer and restrictor with fine and imprisonment. Thus Mr. George has thrown off one great error, and there is hope of his reform. He no longer encourages the use of the taxing power for the purpose of the police power. He now takes the ground that the police power should be used to prevent certain operations which he asserts are in restraint of commerce between the States. There is no evidence that dealing in futures and options really works such restraint. Moreover, such dealing is very largely a matter of State commerce, and should be a matter for State regulation, if any State wishes to regulate it. But as Senator George is reforming grad-

ually we will not press him on these points. Although Mr. George avoids one mistake he falls into another. The purpose of the Anti-Option bill, as frankly admitted by Senator WASHBURN, is to raise the price of certain farm products. That is the hope of the farmers who favor it. That is the delusive idea which attaches to any form of the Anti-Option bill. So that Mr. GEORGE in proposing to use the police power of the Government to prohibit dealings in futures and options, proposes to use that power not for prohibiting them because they are immoral or generally hurtful, but because he thinks or certain farmers (mostly gentlemen who speed the jaw rather than the plough) think that such prohibition will give the farmers bigger prices. If the exchanges had as many votes as the Farmers' Alliance, a bill prohibiting the farmers from raising crops on the ground that their business interfered with dealing in futures and options would be possible; and it would be as sensible as an Anti-Option bill.

The GEORGE substitute is not much of an improvement. To prohibit one business for the sake of another business is no better than to tax one business for the sake of another business, except that there is less hypocrisy about the former process.

It is possible, however, that we are doing an injustice to Senator George and other Senators who are flerce against options. The talking and the amending and the substituting have prevented the bill from being put upon its passage. The vote will not be taken until next Tuesday. The House will dump the bill. The appropriations will take up the rest of the session, and meanwhile the anti-optionists in the country will howl in vain. Let us thank Gop for speechmaking. It has talked out and knocked out thousands of foolish bills. and we think the Anti-Option bill is another of its victims.

More Trouble in Egypt.

It is evident that, notwithstanding the Khedive's submission to the peremptory demand of the British Foreign Office that FAKHRI Pasha should be dismissed from the Egyptian Cabinet, influences are at work to strengthen the young ruler, ABBAS, in the determination to choose his own Ministers. Nor is it difficult to perceive whence those influences proceed, and by what motives they are roused to activity at this juncture. Anything that could divert the mind of

the French people from the detestable Panama scandal would be hailed with arder. not only by all those politicians who fear implication, but by the most disinterested and stainless patriots in France. The impression is gaining ground that the concentration of an immense Russian force in Poland, which is being pressed this winter, must have a definite and immediate purpose, and that the great European war, for which the nations have so long been arming, may be close at hand. It is a poor time for Frenchmen to be expending all their energies in washing their dirty linen. when the destiny of their country may at any hour be placed at stake. To rivet once ore attention on the national interests the Egyptian incident is well enough adapt ed, pending the occurrence of more serious events. On the other hand, the three central powers are deeply concerned to see England subjected to so much annoyance in the Nile country that she will be driven into a species of understanding with the Triple Alliance, Such an understanding, as it is generally believed, had been arrived at with the Salisever Government, but extra pressure must be brought to bear upon Mr. GLADSTONE to induce him to assume an equally friendly attitute.

ROSEBERY that the Khedive has expressed to Lord CROMER (formerly Sir EVELYN BAR-INO) his intention of appealing to his suzerain, the Sultan, and to the six principal powers against the course pursued by Engnd in compelling the dismissal of Prime Minister FAHKRI Pasha. We also know what answer will be returned by at least two members of the body which exercises a species of international oversight with regard to Egyptian affairs. The Sultan has not waited for a formal reference of the question, but has telegraphed to the Khedive his congratulations on the position taken at Cairo in respect to the formation of a Cabinet independently of English dictation. The French Government has also informed Lord ROSEBERY that it will maintain the Knedive's right to select his Ministers. No one doubts that the Russian Foreign Office will be found sooner or later arrayed on the same side. England can scarcely stand alone, in view of the fact that she only occupies Egypt with the assent of the six principal powers and for the professed purpose of preserving order in the general interest. To avoid isolation she must manifestly obtain the support of the three central powers, who will thus be in a be called upon to pay the personal obligaposition to exact equivalent concessions.

We know already from telegrams to Lord

Alliance that the Khedive's choice of Ministers hostile to his British protectors would be counter to international interests is the more necessary, because the ascendancy at of the distribution of honors and fat places present exercised by England in the Nile | for merely social and personal reasons by country is rather moral than material. The an English Ministry on its last legs. army of occupation has been gradually reduced until it does not now number more than 3,400 men. The native Egyptian troops, id to number at present some 19,000 men, and to have been brought to a high degree of efficiency by their English officers, could

A declaration on the part of the Triple

on the contrary, they would be almost certain to side with him, especially if they knew him to be backed by the Ottoman Sultan, who, as the traditional lord of Egypt and as the orthodox Caliph, is still regarded with superstitious veneration by a large part of the Khedive's subjects. Of no inconsiderable importance, also, is the influence of the French, who, owing to their construction of the Suez Canal and their former preponderance at the court of ISMAIL Pasha-French is still the diplomatic language of the Khedive's Government-are regarded with more favor than the English by the inhabitants of the Nile land, as the newspapers printed in Arabic conclusively demonstrate. It is possible that with four or five thousand soldiersonly one thousand additional troops have, It is said, been despatched to Alexandria-England might repress the disorder which seems on the point of breaking out again in Egypt; but this will be on the condition that her course is known to have the cordial sanction of the three central powers Should England, on the other hand, be isolated, the control of the Nile land will demand a demonstration of military force which Mr. GLADSTONE will be most reluctant to sanction.

The Italians at the Theatre.

The large audience present at the open ing performance of ELEONORA DUSE on Monday evening affords striking evidence of the growth of the Italian population of New York both in numbers and prosperity. The many Italians in the more expensive seats of the theatre showed by their attire and bearing that they are people of wealth. taste, and refinement; and in the upper galleries were an enthusiastic multitude of their countrymen who were able to pay the considerable prices charged for admission.

It is apparent that at this day an Italianspeaking actor of distinction may have reason to expect sufficient support from the Italian residents of New York alone. In great part, of course, these are humble people, very many of whom are immigrants who have been here only a short time, and who are remarkable among the many races making up our population for their selfdenying frugality; but the progress and increasing prosperity of the Italians of longer residence have been great and general, and the immigration of recent years has brought some very intelligent and highly educated representatives of their ancient race. The literary contents and the advertisements of the Italian papers now published here bear witness to the cultivated tastes of large numbers of those addressed by them.

The audience before which Signora DUSE played on Monday evening contained many Italian ladies distinguished for beauty and fine breeding, and many men notable by reason of their dignity and distinction of appearance. It compared very favorably in those respects with an audience which would assemble to enjoy her art in one of

the great theatres of Italy itself. Not many years ago the conception of the Italian character formed by the run of untravelled Americans was received from the organ grinders, who were the only representatives of the race known to them, and it was altogether and, of course, unjustly contemptuous. Even since the great Italian immigration of recent years the popular prejudices against the race have continued, and have been intensified beause of the competition in the labor market brought about by the newcomers; but by minding their own business, by maintaining the self-respect which is usually so strong in the Italian, and by the rapidity with which they have advanced in materia prosperity, they are gradually forcing a respectful consideration which will be enhanced in the case of their children, who will have the advantage of the education of the public schools, for they are bright and ambitious learners.

The Italian audience on Monday evening taught the rest of women attending theatres a valuable lesson in the matter of costume. The ladies in the lower part of the house sat during the performance without strictions, by exempting it from the prothe head coverings of which so many of our correspondents have complained so bitterly and so justly as obstructive of the | believing that the American transcontinenview of the stage. They came without connets or hats, or they removed them while the acting was going on, holding them in their laps. Thus these Italian ladies increased their own attractions, paid among intelligent Americans that it is not fitting respect to the artists on the stage, the business of our Government to and showed a proper and becoming consideration for those who sat behind them.

It has been said by some of our women correspondents who have ventured to defend the feminine practice of wearing huge hats at the theatres, that the protesting men only show their ignorance. They have asserted that a woman must keep on her hat or bonnet because its removal seriously disturbs her tollet, and, moreover, because she has nowhere to put it if she takes it off

A man has only to stuff his comparatively coarse hat under his chair, say they, but a woman's headgear is of a delicate construction which will not bear such rough usage The conclusive answer would seem to be that the Italian ladies on Monday evening found it possible to hold their hats or bonnets in their laps if they wore them to the theatre at all. Probably they were wise enough not to wear their most delicate and fragile headgear to the theatre. At any rate, they were considerate enough of their neighbors and attentive enough to the proprieties of the place and occasion to sit bareheaded among the bare-headed men.

We welcome these Italian ladies there fore as reformers, and beg to offer them the admiration to which their graces of person and their graciousness of conduct and bearing are so eminently entitled.

No. Come Over Here!

At the end of his second term Gen. GRANT provided for his private secretary by appointing him to an office in the army Gen. HARRISON has followed this precedent in appointing his private secretary a paymaster in the army. Mr. ELIJAH W. HAL-FORD is an amiable and a discreet person, and we dare say he would wear the title of Major with as much dignity as another man, would be accurate in his accounts. and draw his pay with a sense of duty done. Mr. HALFORD is all right, but the reason of his appointment is all wrong. He has rendered valuable personal service to Gen. HARRISON, who very properly thinks highly of those services and wishes to reward them. But why should the United States tions of the President to his private secretary? The practice, if it be a practice, or saddling a President's friends upon the salary list at the end of his term, ought not to be encouraged. It smacks too much

We shall not be accused of any want of respect for Gen. HARRISON and his secretary because we object to the latter's appointment. Gen. HARRISON'S intention in the matter is creditable to his kindness and of efficiency by their English officers, could his sense of friendship; and yet the ap-who know what good roads are, and who be trusted to act against the Khedive; pointment is essentially and inevitably a know how good roads should be construct-

piece of favoritism, and if approved by the Senate, will be approved solely as a favor and a compliment to a President retiring from office. Small as this one appointment may be, the principle of it is important. If the President's confidential servants are to e made life pensioners of the Government just to oblige the President, there is no telling how much flummery may yet be heaped up around the occupant of the President's chair. Adulation enough he has, as it is, and he ought to be thankful to get back to the free and sane air of common citizenship. and ask no favors in his outgoing.

If it is true that the Senate Committee on Military Affairs has decided to report an amendment to the army appropriation bill educing the number of army paymasters from twenty-five to twenty, the addition of Mr. HALFORD to the army pay corps cannot consistently be recommended by this committee. For Mr. HALFORD'S own sake, if no other reason, we hope that his nomination will not be confirmed. Instead of stagnating as a paymaster and being regarded by his associates in the army with certain dislike, perhaps, because of the manner of his appointment, he should come to this town and plunge into the current of affairs. Here is the place for him or any other man to knock the nozzle out of the horn of Plenty and yank the bung of Fortune. Remember DAN LAMONT, Mr. HAL-PORD, and settle here, and you shall be not only a Major but a General if you prefer.

A Poor Sort of Patriotism.

We find in the Buffalo Courier the following reference to the report that our Federal Government is inclined to withdraw the privilege of transporting goods in bond rom the Canadian Pacific Railway, the principal upholder of anti-American sentiment and of an anti-American party in the Dominion of Canada. It will be noticed that the Courier entirely misconceives the motive of the Administration, and supposes it to be a wish to shield American railways from the competition of the Canadians:

"If Canadian railroads are getting the business o American shippers away from American railroads. must be because Canadian roads serve the shippers more cheaply and satisfactorily. The American rail-roads, of course, do not like this, but it is just as evident that American shippers do like it. The Adminis ration may well besitate to impose disabilities on Ca nadian roads in order to force business into the hands of American roads to the disadvantage and at the expense of American shippers and American consumer the American roads wish to keep the business away facilities than their Canadian competitors. qually obvious that American citizens should be free to deal with whatever channels of transportation will best serve their convenience and profit. To limit the liberty of the citizens in order to swell the profits of orporations would be a poor sort of patriotism."

Why is it that the Canadian Pacific is able to convey the goods which our Government permits it to transport in bond, at lower rates than American railroads can afford to make? For two reasons: First, because the Canadian Pacific is in receipt of subsidies from the anti-American Government at Ottawa, which subsidies are paid on the express understanding that the road shall be used for military purposes in the event of war with the United States. In such a deplorable contingency Buffalo and our other great cities on the lakes would but too promptly discover what rôle the Canadian Pacific is intended to play. Our contemporary, the Courier, has read to little purpose the story of the war of 1812, if it does not see that the lake cities are peculiarly and vitally concerned in promoting continental union, and, to that end, refusing to confer any longer special favors on an alien corporation, which has shown itself the most determined enemy of annexation.

The second and no less obvious reason why the Canadian Pacific is able to underbid American competitors is that, being a foreign corporation, it is not subject to the restrictions of the Inter-State Commerce ict. But with what justice or decency can our Government with one hand impose restrictions on our own roads, and on the other do its utmost to throw their business to an alien company free from such reisions of our customs laws? As a matte of fact, however, there is no ground for tal roads have taken any part in the agitation for the withdrawal of such exemptions from the Canadian Pacific. That agitation is solely due to the deepening conviction strengthen the hands of those who are trying to stifle the Canadian movement for annexation. It does not become the official representatives of the United States who should have at heart the welfare and aggrandizement of the nation, to pamper a foreign corporation, which, at the last general election in the Dominion, put forth an anti-American manifesto, and wielded its whole power of coercion and corruption in the support of the Tory party, which was

appealing to anti-American sentiment. There may be a few grain shippers in Duluth and Minneapolis and a few consignees in Buffalo who agree with the Courier in thinking that private interests should be considered before those of the American Union. It was the existence of such individuals that once provoked from Mr. Bur-TERWORTH the impatient exclamation that the United States were ceasing to be a nation and becoming a lot of potato plots and cabbage grounds. It is, indeed, a poor sort of patriotism which the Courier exemplifies. but the number of citizens who display it is, after all, not great. They are far less numerous and far less influential than were the Tories in the Revolution or the Federalists in the war of 1812. In spite of the Tories and the Federalists our country went straight ahead.

The Road Question Not a Federal

Matter. In many of the States clubs or associations for promoting good roads have recently been formed, and a few days ago a Convention of the National League for Good Roads was held in Washington. The National League is made up of delegates from the various State Leagues, and Senator Manderson of Nebraska presided over the Convention. The Convention decided to apply to Congress for an appropriation of \$15,000 to enable the Secretary of Agriculture to make an inquiry into the condition of highways in the United States and the laws for their improvement, and to ask for the appointment by the President of a National Highway Commission, and also to ask for an appropriation of \$50,000 by the National Government for maintaining an exhibit of roads at Chicago.

These resolutions are all wrong. The Federal Congress has nothing whatsoever to do with the roads in the several States, and it is absurd to ask Congress to give the Secretary of Agriculture money to make an inquiry which can do no good. A pamphlet compiled and printed by the Secre tary of Agriculture on this question will be little read and will serve no good purpose In every city and in every State there are

ed and maintained. Moreover, it is un necessary to expend \$50,000 on a road exhibit for the Chicago Exposition. Let the people who are interested in this question, and the various State Leagues, make any exhibit they please; but Congress should not be asked to appropriate the public

moneys for such a purpose. Every one will admit the importance of constructing and maintaining good roads in every State of the Union, and all the funds available for that purpose should be judiciously expended upon the public highways; but the roads belong peculiarly to the State sovereignty or to the people of each individual State, and it is the wellsettled law that the roads are held in trust by the public authorities for the benefit of the people of the whole State. The authority of the Federal Government extends only over the land within a State which has been ceded to the Federal Government. or which has been reserved for its uses, such as land occupied for lighthouses or Government fortifications. The streets of our great cities are kept in

good order through taxation levied on the inhabitants of the city or county, and in this State in the country districts the roads are under the charge of local authorities and such, we believe, is the case in every other State of the Union.

The remedy, therefore, for poor roads must be found in a change of local sentiment or in the enactment of new laws by the State Legislatures.

In an article upon Flirting Wives, published in the North American Review, Mrs. AMELIA E. Bann remarks that, "while some married women contend that their flirtations are absolutely innocent friendships, it is a dangerous thing for two people of opposite sex to chant

It is surprising that a learned lady like Mrs. Bans should be led into a commonplace and time-worn error such as this. What is called Platonic love is something entirely different from what Mrs. Barn's observation would indicate. She at least ought not to be led into a foolish blunder, whose only justification is that it is habitually committed by the ignorant.

When Brooklyn is an integral part of the Greater New York: Her prosperity will be advanced more than

she can guess: Her people will enjoy the benefits of a more vigorous municipal Government;

Her taxation will be reduced and her debt made less burdensome: Her water mains will be kept in as good or-

Her attractiveness to New Yorkers will be largely augmented: Her newspapers will count for more than they have ever counted for: Her citizens will be enriched by the rise in

Her Fire Department will be raised to efficacy by its union with an efficient Fire Department: Her Aldermen and other municipal poli-

ticians will have a larger field of action; Her Health Board will be the same as ours. Her desire to procure more New York capi-

tal for business purposes will be gratified: ifer streets will be kept in better order by Superintendent BRENNAN: Her satisfaction in standing before the world as an integral part of the greatest of all Amer-

ican cities and seaports will be of the liveliest Her police system will be united with that of New York under the ubiquitous crime exter-

ninator, BYENES: Her citizens, wearing the proud title of New forkers or metropolitans, will wonder that they were ever able to hold up their heads as

Truly, indeed, it will be a great and memorable day for Brooklyn when she becomes New York, when she is joined in wedlock with the ord of the Hudson.

A bill for the creation of the Greater New York will soon be introduced into the Legislature. We must suppose that every far-seeing Brooklyn member will heartily support it. It will give the citizens of Brooklyn the right to vote upon the question of union with the American metropolis. We must suppose that every Brooklynite of sound judgment will rote for that union as soon as possible.

In one important respect the dinner given by the Police Captains on Monday night was a model. The programme admitted six speeches only. While there can be properly no arbitrary limitation of genius, six constitutes a safe number for after-dinner speeches. With more than that there are high chances that the auditors will be bored. With the Police Captains the company knew nothing but delight, and with all due respect to the Hone CHAUNCEY DEPEW and JOHN FELLOWS, the ablest and most pleasing effort of the evening was by the Hon. ELBEIDGE THOMAS GERRY.

The most thoughtful, rational, logical, philosophical, learned, judicious, brilliant, and melodious after-dinner orator in New York is Mr. CHOATE: and we have not a doubt that Gen. PORTER, Mr. COUDERT, Dr. DEPEW, and other experts will concur in this opinion.

In resigning his Lieutenancy in the recuar army, against his own will, Torrex of Yale has undermined his prophetic predominance. As long as he prophesied with a sword by his side, or interpreted the books of EZEKIKI DANIEL in military uniform, or foretold the date of the world's doom in army boots, we were compelled to look at the alarming reorts which he sent to the papers. But since he has become a mere private and unarmed crank, in ordinary clothes, without any income from the Government, without the authority which his Lieutenancy gave him, without the Yale professorship which he held by assignment from the War Department, we can pay him no further attention. We cannot help reminding Tottes, even at this time. that we are in possession of a mountain of evidence that he is a false prophet

A fault is found with our school books by Col. ALERET A. Pope, roadmaker. He thinks that to the three Rs now forming the basis of common school education there should be added a fourth R. meaning Roads. This proposition will not seriously disturb the school question, but it illustrates the earnestness with which the road crusade is backed. We believe that the population of the various States will get richer by having good roads.

We respectfully advise the Khedive of Egypt to refrain from kicking up a row with England. We offer this advice to him in his own interest, and in the interest of Egypt.

MR. CLEVELAND'S PROGRAMME.

lusiness Men to be the Principal Officers His Administration. From the New York Tribuna

en. The following is Mr. Cleveland's announceme "The next Administration will be a business men's

LARRESCOR, Jan. 23 .- A declaration has been made

"The next Administration will be a business men's Administration. By that I mean that business men are to have the preferance in the appointments. Of course the business men will be Democrata. But in making appointments I shall consider the business records of the applicants. That will have greater weight with me than the energements of political organizations. I shall appoint successful business men as heads of the departments and I shall expect this policy to be carried out in all departments of the Government.

"This is the time when business men are needed. The quantions before the American people are questions that can best be soired by business men. Referms in the tariff, economy in the Government, will be easily accomplished if piain, practical, honest bushness men are selected."

RAPID TRANSIT.

Sense on This Now Comp To THE EDITOR OF THE SUN-Ser: It is a shame that uninformed or misinformed news-paper writers should flood the city with suggestions and demands born of unreasoning

postility to the elevated railroads. It is now seriously insisted by an evening paper that the franchise for the extension of the elevated system should be put up for sale at public auction. The statute of 1891, under which this whole matter proceeds, places the question of such extensions entirely within the control and discretion of the Commissioners, but it is expressly provided that no corpo ration shall be granted the right to construct or operate a railway upon any of the streets already occupied by the elevated roads. If the editor would consult the statute he would find that it is just as much the duty of

the Commissioners to extend existing lines as to devise a new system. The Commissioners would have been strictly within the lines of their duty as defined by the statute if they had turned their attention to the improvement of the existing lines before taking up the difficult problem of the construction of new one. Indeed, it is an open question whether this would not have been the more sensible plan. We might, by this time, have been getting about town in comparative comfort if it had been done. The whole matter has already become tangled up. Neither those who framed the statute, nor the Legislature which passed it, seem to have foreseen the contingency that the plan of construction or the route proposed would not recommend itself to bidders, and that therefore the sale of the franchise could not be made. The act contains no provision for the abandonment of the plan adoption and selection of another. As the powers of the Commissioners are strictly limited by the statute, it is a debatable question whether they are not already found office, so far as the adoption of a plan of construction and the selection of a route are concerned.

The most important question is not settled by the act, and i don't know whether any reference is made to it in the report of the Commissioners. I mean the question of "Rapid Transit." That expression is frequently used in the statute, but I cannot discover any definition of it. It is not provided what rate of speed shall be considered "rapid transit." nor are the Commissioners, apparently, authorized to determine the question. Yet it is the vital one for the travelling public. For instance, the extensions of the elevated system should be made upon some plan that will insure our getting to and from long-distance points more quickly than we do now. Applied to those extensions, the term "rapid transit" must surely mean transit more rapid than that now provided.

The statute should either fix the rate of speed, or require into authorize the Commissioners to do it. And in my judgment, which is concurred in by many, the entire Board should consist of practical railroad men and civil engineers. I think it would be a good thing if every member of the Board were a prospective bidder for the right to construct and operate the railway. If you will consider the natural effect of this upon their action as a Board, you will see where the whether this would not have been the more sensible plan. We might, by this time, have

TO MAKE ELOPEMENT PENAL.

Why Should a Man Who Runs Of With Another Man's Wife Not Suffer Legally? To the Editor of The Sun-Sir: I am moved by a recent runaway of one man with another man's wife in your town, and the almost daily similar occurrences all over the country, to ask why laws are not passed making this sort of thing a renal offence—say five years in the penitentlary for each offender? o possible injustice could be inflicted by such a law, and certainly public morals and domes tie conditions would be vastly improved by it. No laws at present In any way affect this class No laws at present in any way affect this class of wrongdoing except unwritten social laws, and we see every day how little they do. Hundreds or thousands of homes are rulned, husbands and wives dishonored, and children disgraced by men and women, who, in a moment of impulse or passion, break away and do the deed which can never be forgotten, though it is sometimes forgiven. Not one offender in a thousand of this class but regrets sooner or later the offence, which would never have pecurred if the law recognized it as a crime, and punished it accordingly. We say much of the laws we have passed protecting the home, but here is one of the very weakest points left entirely unprotected. What objection can be offered to such a law? What objection can be offered to such a law what woman, wife, or mother would say a word against it? What man, husband, of father will say it should not be on the statute books? What does The Sun say?

Washington, D. C. W. J. Lampton.

OVERCROWDED FERRYBOATS.

omplaints from Commuters of Belay and the Dauger of Accident. To the Russes of The Sux-Sire I desire to publicly

profest against the open disregard which the Eric ferre officia's show for the comfort and safety of their many passengers. For several mornings past the boats have been dangerously overcrowded. The Favonia, one of the oldest boats on the line, was held at her slip for fifteen minutes beyond her proper time this mirning, during which time five train lands were taken on board. This is an every-day occurrence, and some means should be taken to prevent it before an accident attended with great loss of life, as it would inevitably be.

Many passengers refused to cross on the Pavonia this Many passengers refused to cross on the Pavonia this morning in account of the everytowided condition of that located boat preferring to wait rather than risk their lives.

It would seem that the ferry efficials should pay attention to the laws against overtrowding; but as complaints to them direct are worse than useless hope that you will publish this, and trust that it will start, a movement which will result in the prevention of the state of afters that exists at the present time, Yourgade.

New York 113, Jan. 24, 1803.

To the Poston or The Sex-Ser, Will The Sex please To the Frittee of The Sex-Sex Will The Sex please nlighten the typics official about the dangerous over-rowding of the basts on the Pavonia Ferry, from the tic Unitrod states in decrey City to the foot of hambers street. New York The ferry service on this line is poor in the extreme, in the strivial of frame in the morning many paventers take the street cars to the Fransylvania Railroad cryy, in order to cross the river. The beats are old and a poor condition, and compare very inflavorably with tebuts on the Hobokeh and Fennsylvania Railroad to the totals on the Hobokeh and Fennsylvania Railroad

the totals of the morrisor in crossing the river is Tribe.

For the latest to twenty avenualized to cosing the river is from dielet to twenty avenualized. See the fiver batter to twenty is the Favonia, the oldest boat on the line, overgrowded. She generally crosses the river batter likered, with one wheel almost cut of water and the left guard nearly touching the water. We need new and modern boats, kept in the same good condition that the Hamburg, Bremen, Bergen, and other boats of the Booken the are. the Hamburg, Bremen, Rergen, and other boats of the Blooden the are.

The poor service on the Pavonia Ferry will be the means of driving trang communiters from the Erfe road and its branches to either roads, unless some radical change for the better is seen made. Yours truly, Exchange for the better is seen made. Yours truly,

Mr. Colwell Replies to "Gussie."

To the Epiton or The Sun-Sir: Noticing in your issue of Jan. 24 that "Guasie," a tenant on the Colwell Property at Carteret, N. J., says that she is not able to get water without carrying it half a mile, with pos-sible danger to herself, I beg to say, in protection to myself, that for the past four years a bountiful supply -in fact, a cons'ant overflow of the finest artesian well water-has been running from an immense water supply tower, which has kept the balance of the ten-ants, about thirty, supposed with water for all house ante, about thirty, supposed with water for all house-bold purposes.

In the master of waiking helf a mile I would say that the tower is but 1600 feet from the furthest house, and that if "Gueste" had been triendly with the neighbors a walk peat door for goesty sake and water would per-bers have adortened the distance of had a mile to ten

lest. Also become a sent upon the grounds who makes all the necessary renairs of plumbing due to any came, and had our esteemed "tunsie" notified our agent that there was any possible defect in the plumbing immediate repairs would have been made.

However, as owners of the Culwell property, which has never before given any trouble, we extend our suicere tranks to "succise" for the notification, and request that in the future our agent be notified, as he reader there, and not trouble the people's champion.

Tau fit, Very truly yours.

A. W. Colwert.

Blackmailing the Actors, It is to be hoped that the Fress Club of New York city

rill give the theatrical profession a rest for a while another of this organization's benefits occurred at the Casino one afternoon last week, and a lot of actors felt compelled to accede to a request that they appear on that occasion. The truth is that many members of the theatrical profession consider such a request from newspaper men as being little short of a command, and they comply with the best grace they can summon. The members of the Press Club know this as well as

anybody else does, and it is their consciousness of the tion that makes their conduct reprehensible club that cannot raise its necessary funds in an en-tirely legitimate way ought not to exist at all. These continued appeals for charity in various directions detract greatly from the dignity and standing of ournalism in the metropolis.

If the club wishes to give any more public performances for the purpose of increasing its financial re-sources, let it adopt the honorable and straightforward course of paying for their services the people who ap-pear upon the stage, in place of practically blackmail-

The higgest com on record was cample the other sight on finder W. W. Pittperaid's plantation, in Stor-art county, by William Wood ward, colored. He tipped

SOME INTERESTING PICTURES.

Among the paintings and miniatures that are n exhibition at the Fifth Avenue Auction Rooms are several canvases of note and by artists of the first order, although these examples may not be among their best works. The miniatures were collected by the late Prince Alexis Galitzine and Include portraits of some very famous men and beauties, for the most part, of France, and the work of several very fashionable painters of their time upon porcelain and ivery. There are more than 100 of these dainty little work, sand many of them. too, are enclosed in cases or frames of great beauty. Besides these are some thirty miniature oil paintings by French, Spanish, and Italian painters, and there are a number of ivory relief carvings, small tapestries, paintings on copper and vellum, caskets of ormolu and Sevres, cabinet bronzes, cameos, snuff boxes, silver armaments, rings, bracelets, watches, brooches, fans, and odd cabinet

The paintings from the collections of the late Thomas F. Warner and Mary E. Smith include canvases signed by Bergamini. Corot. Courbet, Daubigny, Delacroix, Diaz, Detaille, Domingo, Fortuny, Gérôme, Meissonier, Madrazo, Henner, Isabey, Rousseau, Troyon, Van Marcke, Zamacols, Ziem, Geof-froy, Rico, and many others-a varied enough collection surely, and one in which may be found pictures to suit almost any taste. The Corot is a small painting, "Chemin du

"esinet," showing a bridge across a stream

that runs at the foot of rolling hills and that is bordered by thick groves of trees. There are a green landscape by Daubigny, "In the Woods of Fontainebleau," and a light, summery landscape by Rousseau; a big, wild marine by Isabey, "Smugglers Approaching the Const;" a sweeping eagle by Delacroix; a marine and a landscape by Courbet, and a fine bull by Troyon. Fortuny is represented by three expressive studies, two of them for his battle picture. "The Battle of Wad-Ras," and one a brilliant sketch of three "Arabian Musicians" in a window seat, and shaded by a bright yellow swing, which only partly conceals the blue sky beyond. There are four little panels of military subjects by Meissonier, and an excellent water color, "The Vidette," by Detaille.

cellent water color. "The Vidette," by Detaille.

There is a large and showy Bergamini. "The Troubadour," that contains some interesting character. "An Improvised Concert," by the same painter, in which some altar boys, off duty, are playing upon some instruments that they have come across, and "The Convent's Choir" and "The Matines," all excellent in character and finished and brilliant in execution. Other interesting and striking paintings are "The Pompetian Musicians" by Guinea, "Rue de l'Opera Paris." by Schryvar, Corcos's dashing "Follette," twocharacteristic heads by Henner, "Messalina" and "Vanda." "A Marriage Contract at the Court' by Barbulo, "La Toilette" by Grison, and a curious lantasy by Ruggieri, called "Paranini Dreaming," the dream being represented by a red imp sitting on the back of a chair and fidding like mad. There is a little study by Alma-Tadema made at Rome, two elever figures by Zamacois, a big pretentious painting. "A Future Star," by Besson, and a characteristic group of children by Geoffroy. There is also the familiar pastel by Saintin of "Evangelino," done in New York in 1858.

The miniar pastel by Saintin of "Evangelino," done in New York in 1858.

The miniartes will be sold at auction this afternoon, and the paintings to-night and to-niorrow night.

Foreign Notes of Real Interest.

Four thousand nine hundred and fifteen new books and 1,339 new editions, a total of 6,254, were published in England last year. This is an increase of more than 200 over the production in 1891.

To the British emigrants who will take up land in

the northwest of British Columbia the Canadian Gov-ernment is offering, through the London Emigrants' Information Office, bonuses of \$5 to \$10 a head. Several large cargors of caw cotton grown in Russian Central Asia were recently shipped at Odesia to Ge man ports. The Russians are sanguine that there will be a vigorous development of the cotton-growing in-dustry there in the near future. The quality of the cotton so far, however, has been interior

The annual report of the Toymbre Hall Settlement, in the East End of London, for 1892, says that there has been improvement in the housing of the poer and in the order of the streets, a distinct rise in the rate of ware baths and libraries have become more numerous, and altogether the standard of living is higher.

Mr. Vilhers, the "lather of the House of Commons,"
has just attained his ninetieth year. He fought his

first battle at the polis in ISCC, when George IV, had yet some years to reign, and when Canning led the Commons, and has been a member of the Heuse of ommons continuously for more than sixty-six years. Anstralia is entering into strong competition France in the production of brandy. In 1892 the colony of Victoria exported to the United Kingdom 53,040 f galions. It is said Australia can produce brandy proof gallons. It is said Australia can produce french that will stand comparison with the finest French cognac. All the indications are of a very encharacter, and the area planted with vineyards is very

largely focreasing.

Austria announces an electric locomotive which is to Austria announces an electric locomolive which is to travel 125 inites an bour. The Interpadance Beige follows with the statement that the North Belgian Company and the North France Company are constructing a line for locomotives, operated by electricity, on which the journey from Brussels to Paris, about 192 which the journey from Brussels to rain, as speed miles, will be accomplished in eighty minutes, a speed of nearly 150 miles an hour. It is further stated that the trains will be running in about two months. A statement showing the percentage the militar

and naval outlay bore in the whole national budget of and navas outlay pore in the whole national budget of various European countries shows these figures, which apply to the fiscal year 1892-93: Great Britain, 36.9: Russia, 28.7; France, 27.1; Italy, 22.4; Germany, 17.8 and Austria-Hungary, 17.6 per cent. The expenditure for the interest and sinking fund on the public debts of the different countries amounted in Italy to 43.8, in Austria-Hungary to 29.3, in France to 28.4, in Gree Britain to 27.9, in Russia to 25.7, and in Germany to 12.9 per cent of the whole budget. The extent of the depression in the British shipping

trade just now may be gathered from the fact that together 479 vessels, representing a tonnage of 824,000 are laid up at English and Scotch ports. At Liverpoo 156 steamers, representing about 100,000 tons, are lying idle, and over 150 vessels are laid up on the Tyne In addition there are by British steamers lying idle at Continental ports. The idleness of these vessels repre-sents a loss in wages of some £50,000 a month, and the oss falls upon 8,000 unemployed sallors, engineers of ficers, and others.

The British Minister at Constantinopie has called the itention of the Porte to the interesting doings of the Press Censor in his handling of the New Testament bymn books, and other Christian books intended for circulation in the Turkish provinces. The Porte has promised redress. Something of the character of the hanges made may be gathered from the ope instance of the insertion of the word "Christian" before "sin-ners" in the passage "Jesus Christ came into the world to save sinners." Changes of this nature have a tendency to at least, take the edge off Christian mis sionary effort.

The general showing in regard to the vintage in France last fall is not considered to be very satisfac-tory. The total yield for the seventy-six departments is which wine is made is estimated at 654,348,015 ga lone. This is a decrease of some 25,000,000 as compared with 'b'l, and yet some 50,000 more acres were planted in vines. It is, however, an increase over the two years preceding 1891, and is 25,000,000 gallons above the av erage of the past five years. But the average has been decreasing steadily since 1875, when the phylloxera invaded French vineyards. In that year, with 5,550,000 acres in vines, France produced 1,800,000,000 gallons Prof Garner, who is in Africa inquiring and experi-menting concerning monkey speech, writes to the Sai-loob society that he has already gathered much valuatte data and is making a beginning of his real work. He wrote from Libreville, French Congo, and said he had access there to a fine young chimpansee and had promise of two young gurillas. The belief that the monkeys talk is very general among the natives and residents of the interior. He has also gathered much quantifold for concerning the apea. He was going on a trip up the Galoon Errer, and then to Chanon, a town a trip up the canoon fiver, and then to Chanon, a town in the bush about three hours, journey from Libraria, on the south side of the river. His contemplated route thence is overland via Cape Lopez to the Sette come and Angovie. Feturing to Angovie River and up that valley overland to the Middig Congo Basin. down the north aide of that river to the coast. He hoped to leave in January and complete the journey by Angust or September, 1882, and then return homeward. The Jewish Colonization Association's first report of

the progress thus far made in settling Jewish refugees, chiefly from Russis, in hospitable lands, show that up to the 20th of last September some £300,000 of the original capital of £2,000,000 had been expended, half of it in the purchase of land and the other half in the settlement of families on the land. The colonies have chiedy been established in the Argentine Republic. One has been formed in Canada, 830,000 acres of land in all have been purchased and about 1,000 familihave been there settled. The council of the associa-tion believes the undertaking can be made self-sup-porting, and established on a financially sound basis. Five hundred families will henceforth be settled every year, and it is believed that when the aurcess of th scheme is clear there will be a large emigration of self-supporting families. Each of the families settled by the association receives 100 acres, and £150 for buildings plant. Ac. which they are expected to re-pay in ten years. Comment is made that while all this is excellent, Baron Hirsch's noble scheme can make scarcely a perceptible impression on the mass of Jawish distress in Eussia. It would take, it is urged, an emigration of \$0,000 Jews a year merely to keep cown the natural increment of population, if cales tooks are

OFFENCES ON THE HIGH SPAR

bill recently passed by the House for the pun-

WASHINGTON, Jan. 24.-All that go down to he sea in ships, all that do business in great waters, whether merchants, mariners, or tourists, may find more or less interest in the

shment of offences on the high seas. Its pith is that passengers are subjected by t to the same penalties for committing acts of violence or incitement to mutiny that are now imposed by law on sailors. It provides that "every person, not one of the crew, who, alone or with others not of the crew," upon the high seas or other waters within the ad-miralty jurisdiction of the United States, and not within the jurisdiction of any particular State, "on board any vessel belonging in citizen thereof, in deflance of the authority of the master or officer thereof, shall create any riot or disorder, or shall engage in peace, or who shall hinder, obstruct, or resist the crew in performance or execution of any lawful orders or commands of the master or officers of such vessel." shall be punished by a fine not exceeding \$1,000, or by imprisonment not exceeding one year, or by both.

Its second section imposes \$1,000 fine or imprisonment at hard labor not exceeding two years, where the offence is that of wilful assault, striking, or injury. Its third section applies the penalty of \$1,000 fine or five years' imprisonment, or both, now imposed by statute upon the crew of a vessel for an attempt or incitement at muting, to any passen-Finally, its further section extends to such a passenger or other person the fine, not exceeding \$2,000, and the imprisonment, not exceeding ten years, now imposed on a sailor for actual revolt or mutiny.

understood that "organized labor objects very seriously" to it, and presented as evidence of that assertion a letter from Mr. A. Furuseth of San Francisco, "Secretary Sea-men's Union." which renders these criticisms upon a similar Senats bill:

men's Union." which renders these criticisms upon a similar Senate bill:

This innocent-looking bill has in it that which will make organization among seamen nearly impossible, by punishing for inciting to riot or mutiny any one who shall speak to and arge upon seamen. Be matter how shipped, to leave the vessel in which they may be engaged. It is introduced to prevent any man coming aboard of any vessel telling the men of their legal rights, and to meet a decision rendered in the southern district of California this saturm. Judge Maguire has written to Jerry Simpson about the matter upon our request, and the points are set forth in his letter more clearly than I can, but let me asy that it is equivalent to passing a law making it a felony to speak to a scan who has taken a striker's place, no matter it you only speak to account to the time toolis terms. Inducing him has taken a striker's place, no matter it you only speak to account to the most point terms. Inducing him has a season of the season of the time tolymbus discovered America. What is the probability of restoring to this country the passenger trade of the Atisutic under such laws: Our hose is in this House to defeat this last attempt of retrogressive legislation. It seems just a little out of place to subsidize vessels, and then drive scanen from the sea.

It took Mr. Tom Reed of Maine a very short

is at attempt of retrogressive legislation. It seems just a little out of place to subsidize vessels, and then drive seamen from the scal.

It took Mr. Tom Reed of Maine a very short time to dispose of this letter, and to put the argument for the bill. Hemarking that the apprehensions which seemed to be entertained by the writer of the letter were not justified by the terms of the proposed statute, he added that it was very important that the commander of a ship on the high seas should be in control of it, and that it should not be under the control of the ship's company. Yet under the existing law, while the crew are amenable to the United States courts for certain offences, passengers are not. The statutes now applicable on shore do not extend to such cases on the high seas; and hence it is important to enact the proposed law, giving commanding officers the increased control, subject to revision after they arrive on shore.

Mr. Reed frankly said that such a statute would be entirely obnoxious on shore, but on shipboard the power must reside somewhere to preserve order, and that power is always subject to review by the law on the arrival of the ship in port. Illustrating the necessity of this legislation, he said that lately passengers had been coming from the Canadian coasts who had given steamboat masters much trouble, it having been found impossible to keep them under control. The owners of vessels plying helween the provinces and Boston and Portland, it appears, desire the law, and Mr. Bynum added that it would also be a good thing for the great lakes, where there is at times considerable trouble when excursion boats from the large cities are out, and the passengers engage in riot, when the safety of the vessel is threatened and the officers have no remedy.

As the House passed the bill by the strong

no remedy.

As the House passed the bill by the strong vote of 162 ayes to 7 noes, there is little doubt that, either in its present form, or with any modification that may be found necessary in the Senate, it will become a law, and thus another peril of the high seas will be diminsished.

IN MEMORY OF GEN. BUTTER

The Massachusetts Legislature Faces Both Ways on a Memorial Meeting. Boston, Jan. 24.—The joint special commit-

tee appointed to consider what action was adrisable to be taken on the death of Gen. Butler reported an order to-day recommending joint convention of the branches of the Legislature be held on Jan. 26 to consider resolutions eulogistic of the deceased. Senator Lawrence of Middlesex thought the recommendation was irregular. No such action ommendation was irregular. No such action was taken at the time of the death of men like Lincoln. Grant, Garfield, and Andrew. He thought acceptance of the order would establish a bad precedent, and might interfere with the proper discharge of the public business. Senator Lawton of Middlesex said that the committee made no study of the precedents. They thought it was a proper thing to do as they had recommended.

On a viva voce vote the order was defeated. Senator Howard of Bristol asked for a roll call. The former vote was reversed and the order passed by a vote of 25 to u.

Spain Will Be Represented in the Naval Ed-

WASHINGTON, Jan. 24.-Mr. Loudon Snowden, United States Minister to Spain, has informed the State Department that the Spanish Government has accepted the invitation of the nited States to be represented in the naval review in April next, and has also acquiesced in the proposition of this Government that the caravels Nina and Pinta should be accepted by the Spaniards in Cuba and taken to New York for the naval review and thence to Chicago. The Nina, Pinta, and Santa Maria are to be manned by Spanish crews and to fly the Spanish flag.

BUNBEAMS.

-Baltimore has a high reputation in foreign parts for the hospitality and charm of its inhabitants. Indeed, their reputation almost rivals that of the Japanese. An Englishman whose hatred of America aimos amounts to a monomania. on being asked his opinion of Baltimoreana, exclaimed, "Nothing would induce me to live among them. They'd make me look Ameri"

-If any believer in the worthiness of street beggars would disabuse himself of his impression let him try the experiment of taking the name and address of all who apply for aims and sending a note of the case to some charity organization for investigation. Nothing so quickly cools a beggar as the proposal to do him this service, and a New Yorker who for six months stuck to this policy says that during that whole period no beggar turned out to have given a true address.

The people of the Bermudae get their knowledge of the great world chiefly through reading and through meeting winter tourists from foreign parts. But they industriously endeavor to make up for lack of personal observation by close questioning of more favored strangers, and paraistent reading. The consequence is that y-mrg women talk easily of all sorts of things which they have never seen, and astonish winter resideuts by a minute acquaintance with the private and

public lives of living actors, singers, and planists,

The popular and, indeed, the distinuary notion that
"tick" as an equivalent for credit is a slang abbreviation of "lickel" is probably wrong, as there is strong evidence that "lick." in the sense referred to, is pure lindustance, as is "chit," the term for an "I. O. U." commonly in use all over the East, and brought to the United States by American naval officers who have cruised in Oriental waters. "Chit" means in Hinds stance a small note. The custom of doing all things on credit is so common among the higher classes in the East that upon all ordinary occasions a known resi-dent writes a chit instead of paying cash, just as a man

dent writes a chit instead of paying each, just as a man does at his ciub in this country.

—The force of example was filmstrated the other day at a North River ferry. The door of the waiting room was thrown open and a young man and a young woman came in and made straight for the waighing machine. They were cheerful and smiling. The young woman stepped upon the platform, the young man dropped a penny in the alot, and the pointer flew around to indicate the young woman's weight. The young man weighed himself, and then they walked away. Before that the weighing maching had been tide, but now one of a group of four young men who stood near the others followed, and after them came others in quick succession, and the pointer of the weighing machine was kept flying until the boat was heard going into the slip.